



MARAD Update



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COLORFUL CEREMONY CELEBRATES REFLAGGING OF M/V ALLIANCE NEW YORK

Maritime Security Program Fleet Complete with 60 Ships

A shipside audience applauded as a giant American flag unfurled over the side of the M/V *Alliance New York* in Baltimore Harbor on November 10. The colorful U.S.-flag dedication ceremony celebrated the entrance of the ship into the U.S.-registry commercial fleet, and into the Maritime Administration's (MARAD) Maritime Security Program (MSP).

Speaking at the ceremony, Deputy Maritime Administrator John Jamian said, "The M/V *Alliance New York* has particular significance for our national future. It is symbolic of the rising tide of the rebuilding of the American merchant marine—a movement that is well under way and gathering momentum."



The M/V Alliance New York departing the Baltimore harbor after the reflagging ceremony.

The U.S.-flag registry means U.S. jobs: crew members of MSP ships must be U.S. citizens. The *Alliance New York* is one of ten ships that changed its registry from foreign to U.S. this year in order to join the MSP fleet.

MARAD's Maritime Security Program has created more than 2,400 merchant mariner jobs on 60 MSP ships. Congress authorized the expansion this year of the MSP fleet from 47 ships, and the expansion alone created 200 jobs for mariners. MSP serves to maintain an active, privately-owned, U.S.-flag and U.S.-crewed fleet in international trade. This fleet is available to the U.S. Armed Forces in time of international conflict or emergency.

The *Alliance New York* is a roll-on/roll-off ship, or RO/RO, meaning that its main cargo is vehicles. The ship was loaded before the ceremony and went right back to work, departing with cargo for Wilmington, Delaware.

Secretary Norman Y. Mineta Attends MTSNAC Meeting

By Richard Lolich, Office of Ports and Domestic Shipping

The Marine Transportation System National Advisory Council (MTSNAC) met in Memphis, Tennessee, in September. One of the highlights of the meeting was a luncheon address by U.S. Secretary of Transportation Norman Y. Mineta. The Secretary thanked MTSNAC for all its work and advice, especially its recommendations on plans to revitalize the marine sector of the transportation system so that its infrastructure will be ready to accommodate the projected explosive growth in maritime trade by 2020. In his remarks, the Secretary emphasized the importance of the private sector in addressing the needs of the Marine Transportation System (MTS) as well as the important role for the newly created federal Committee on the Marine Transportation System (CMTS).

The meeting was well attended and included stakeholders from many different sectors of the maritime industry. MTSNAC Chairman John Gaughan opened the meeting by asking for a moment of silence to remember those who lost their lives in the aftermath of Hurricanes Katrina and Rita. Several members of MTSNAC gave updates on the status of Gulf Coast ports. The maritime industry's quick response to the hurricanes demonstrated the importance of the maritime sector to the nation's transportation system.

The U.S. Army Corps of Engineers (Corps) addressed MTSNAC on the Corps' mission concerning civil works and the challenges faced by the inland transportation system. The presentation focused on the Corps' functions during times of emergency management, particularly the Corps' response to Hurricanes Katrina and Rita.

The Corps also discussed how it collects and uses waterborne navigational data and the challenges the Corps faces in collecting and disseminating this data, which is the primary source of waterborne commerce data for other federal agencies, state, local agencies, and international use.

MTSNAC's Education Subcommittee presented the final version of its transportation supply chain tutorial to MTSNAC for approval and submission to the U.S. Secretary of Transportation. The Intermodal Subcommittee provided its group's recommendations on the private- and public-sector roles in the MTS. The recommendations were divided into two parts—five recommendations for the public sector and five for the private sector. MTSNAC wants to bring national attention to the maritime industry's effect on the economy as a whole, while allowing regional variations to address the points of the public-private-sector planning process.

On the second day of the two-day meeting, MTSNAC was updated on a study highlighting the significance of the Gulf of Mexico to the nation. The study is sponsored by Gulf of Mexico States Accord (GOMSA), comprised of the U.S. states bordering the Gulf of Mexico as well as Mexico.

MTSNAC also was briefed on the new CMTS, which was formed earlier this year as a result of the President's Ocean Action Plan in 2004. The CMTS is comprised of ten cabinet-level departments and several independent federal agencies that have responsibility for the nation's MTS. The first meeting of the CMTS was convened by Secretary Mineta in July of this year in Washington, DC.

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Making the Grade

By Elvira May
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The red, white, and blue smokestacks on the SS *Cape Mohican*, SS *Cape Flattery*, and SS *Keystone State* were easily visible from the shores of Port Hadlock, Washington. Also easily visible was the prominent role they played on behalf of the U.S. Maritime Administration (MARAD) in the Joint Logistics Over The Shore (JLOTS) exercises held in August this year. These exercises trained Army and Navy personnel to respond to a simulated disaster, and practice scenarios such as moving forces and supplies without the benefit of a port.

The three ships participating in JLOTS belong to the Ready Reserve Force (RRF), a sealift readiness program administered by MARAD. The RRF is an extremely cost effective and efficient program that ensures that ships are in a constant state of readiness in support of U.S. military operations worldwide.

"The best way to prepare to meet emergency sealift needs is by practicing in peacetime what you will be expected to perform in a crisis," said John Jamian, Deputy Maritime Administrator, "and the RRF participation in JLOTS has gone smoothly."

In fact, the SS *Cape Mohican* moored off Indian Island immediately offloaded construction materiel and equipment so military personnel could set up a base camp. In addition, the *Cape Mohican* discharged lighterage in support of the exercise.



The LASH ship SS *Cape Flattery* and the crane ship SS *Keystone State* soon discharged about 800 containers using ship-based cranes onto smaller vessels or barges for movement to shore. Navy tugs then pushed the barges to shore where naval magazine personnel accepted delivery and prepared them for onward movement.

"Without this multi-service exercise, we would be lacking the total transportation picture, and we cannot underestimate its importance. The synergetic effort of all parties made this operation a success," said Colonel Jack Wier, United States Transportation Command (USTRANSCOM).

Planning this JLOTS involved the services of Air Mobility Command, Military Sealift Command, MARAD, Military Surface Deployment and Distribution Command, Defense Logistics Agency, and USTRANSCOM. The joint operations event helped ensure that the U.S. military is prepared to respond to any situation—whether in peace, humanitarian crisis, or war.

The exercise clearly demonstrated that the U.S. military can effectively and safely transport military forces and supplies to port facilities that are either nonexistent or too damaged or primitive for ships to offload their cargo at a pier.

About 1,000 active and reserve military personnel from multiple services and agencies participated in this event and MARAD's Ready Reserve Force with its civilian crew played an integral part in its success.

The SS Cape Flattery discharging containers using ship-based cranes onto lighterage (a small barge) for movement to shore.

CMTS Wins Prestigious Award

By Brian Blower, Transportation Leadership Program Participant



***MARAD's CMTS working group members with the Partnering for Excellence Award .
Left to Right: Maggie Blum, Richard Lolich, Thomas Bryan, Kevin Krick, and Brian Blower.
Not shown are Wassel Mashagbeh, and Richard Walker.***

The Committee on Marine Transportation System (CMTS) working group was recently awarded the prestigious "Partnering for Excellence" Award at the U.S. Department of Transportation Secretary's 38th Annual Awards Ceremony in Washington, DC. This award is the second highest award given by the Department and the highest award given for team work, which promotes intermodal partnering efforts furthering the "One DOT" concept.

The CMTS working group, which was created at the direction of President Bush in the U.S. Ocean Action Plan, now allows critical marine transportation system (MTS) issues of national importance to be elevated to the highest levels of government. The CMTS working group brought together employees from the Maritime Administration, Department of Transportation, Department of Commerce, Department of Defense, and Department of Homeland Security as a core team to begin creating the framework of a cabinet-level committee on the MTS chaired by the Secretary of Transportation. The extensive groundwork laid by the working group resulted in the drafting of a charter for the cabinet-level committee and the creation of a new partnership of federal departments, their operating administrations, and independent agencies with independent responsibilities affecting the MTS.